

JOURNAL BOX

EDITORIAL.

Here we are again in another new year with yet another set of new year's resolutions.

One of mine was to try and get the Journals out in time, and I hope that this one is not an example of what to look forward to this year.

Federal Committee have decided to return to six issues of Journal again this year. That means by the time you read this your contributions to the March/April Journal are overdue.

However, as the year goes by, I hope we will get back to deadlines. In fact the March/April Journal is nearly ready right now, and is only awaiting those regular contributions which make up the last few pages.

My last plea for articles had some results. One of our more regular contributors has sent me a series of short thought provoking articles. I hope that as time goes by, I will receive a few more from other sources.

Rex Little.

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ON THE COVER

Two of the layouts seen at the 1976 Sydney Exhibition.

Photos by Jack Parker

Volume 26

Issue 122

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N.S.W. BRANCH'S 14th ANNUAL EXHIBITION

By Jack Parker & Jack Treseder.

Photos by Jack Parker & Rex Little.



Stand 1. AMRA (N.S.W.) Ladies Auxillary

The ladies conducted a guessing competition for the 6'0" x 4'0" layout shown.



Stand 2. Prototype Pty. Ltd.

This stand featured cast metal rolling stock and locomotive kits of Australian prototype, including the preproduction model of the N.S.W. 12 class locomotive.

Stand 3. Sydney N Gauge Model Railway Club.

An N gauge American prototype layout with a main line station and goods yard. It featured the main line in mountainous terrain with a large trestle bridge.

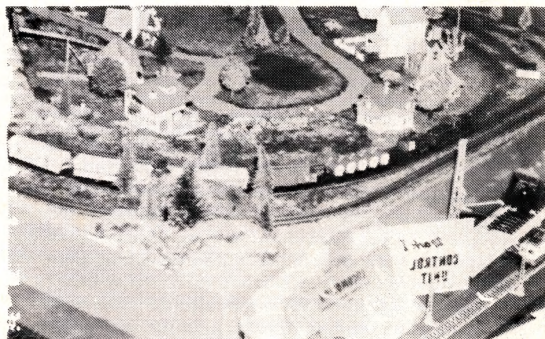
Stand 4. Southern Cross Model Railway Association.

Two small layouts (HO and $\frac{3}{2}$ HO) and a display of members' models were shown.



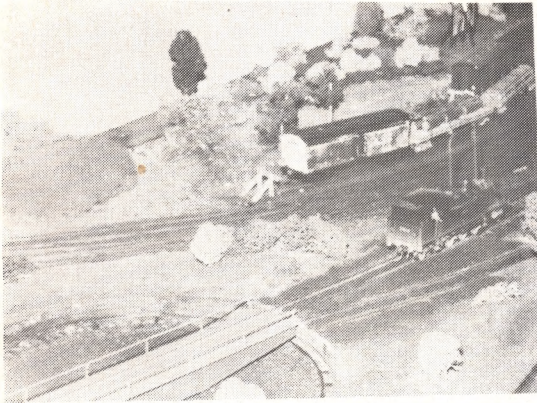
Stand 5. Australian Model Railroad Magazine.

Current and back issues of A.M.R.M. were on sale, and samples of the latest method of colour printing of photographs were displayed.



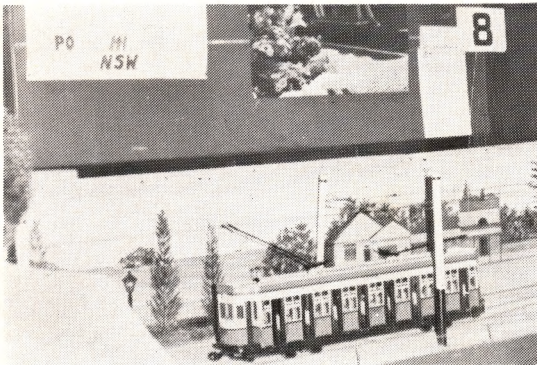
Stand 6. W.J. & M. Webb.

Bill Webb, of Woollongong, displayed a large range of Fleischmann equipment and included working HO and N gauge layouts.



Stand 7. Southern Railway Modellers.

Point to point timetable running put Phil Knife's "Exercise in Imagination" (Journal 117 & 118) through its paces. The layout incorporated a reversible (by hand) motor operated traverser at one end of the run.



Stand 8. Commonwealth Model Tramway Group.

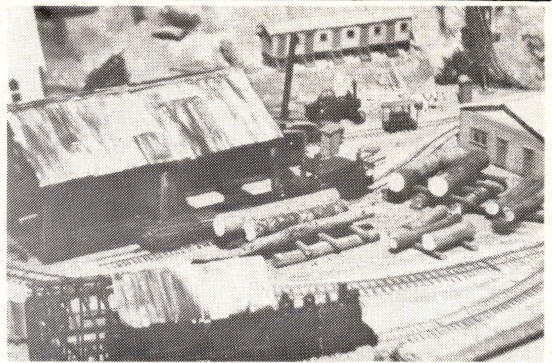
One sixteenth scale model trams of various vintages were operating point to point against a street scene background.

Stand 11. Fuel & Water stop.

Here those who had gone dry talking too long to old friends, or had just gone dry, were able to refresh themselves.

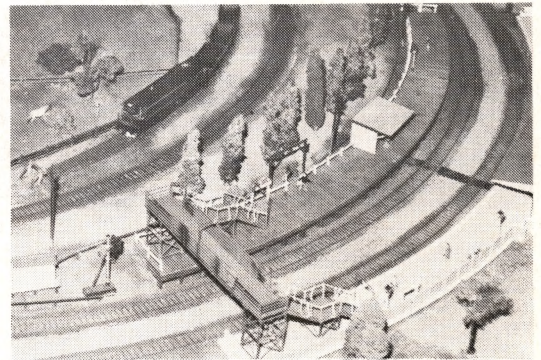
Stand 13. Strathfield-Burwood Model Railway Club.

This well running layout showed what could be done with proprietary trains and flexible track.



Stand 10. Illawarra Model Railway Club.

The diorama of the Hammersley Ore trains was offset by an extremely well sceniced HOn3 timber tramway layout.



Stand 12. The N.S.W. Model Railway Club.

This exhibit had been completely revamped since last year's exhibition and the layout representing N.S.W. mainline and coal mine, had several new features. This exhibit was awarded the Victorian Branch certificate for the Best Exhibition Layout.



Stand 14. Trains 'N Boats 'N Planes.

An extensive display of commercial items for these three hobbies. The latest Lima trains and Kibri kits could be purchased from this stand.



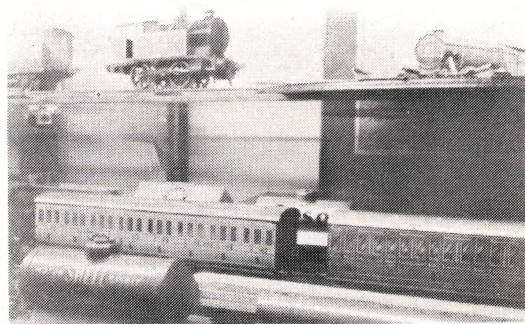
Stand 9. Suisse Model Bahn-Maurice & Mrs L.A. Taylor.

An L shaped, N gauge, model railway built by mother and son in their lounge room as a family hobby, ran faultlessly. The layout included two spirals realistically hidden in the alpine scenery.



Stand 15. Australian Plastic Modellers Association.

This stand showed a large range of models made and adapted from plastic kits and gave demonstrations in the techniques associated with this hobby.

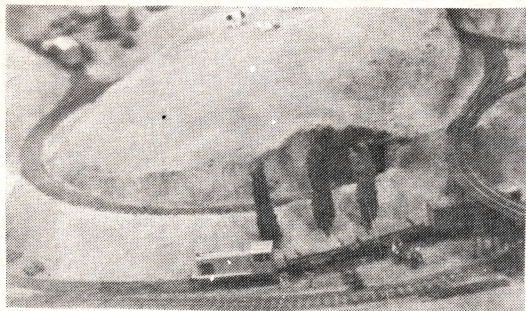


Stand 16. The N.S.W. Rail Transport Museum.

Periodicals and railway posters were available here. Of very special interest was a display of Hornby "Tinplate" 0 gauge equipment dating from 1924. This display attracted a lot of attention from nostalgic train buffs.

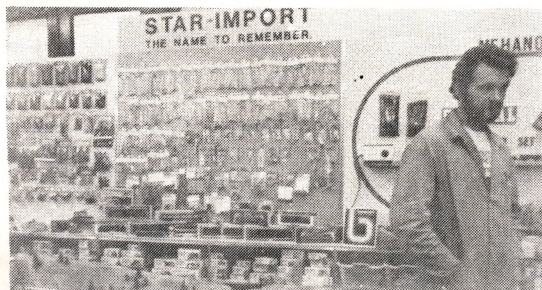
Stand 19. The South Steyne Steamship Preservation Society.

This society was exhibiting for the first time at the A.M.R.A. Exhibition, and displayed a variety of blueprints and historical photographs of the S.S. South Steyne.



Stand 17. Wesley Nicholson.

An N gauge double track model railway under construction and an L shaped N gauge railway in hilly terrain.



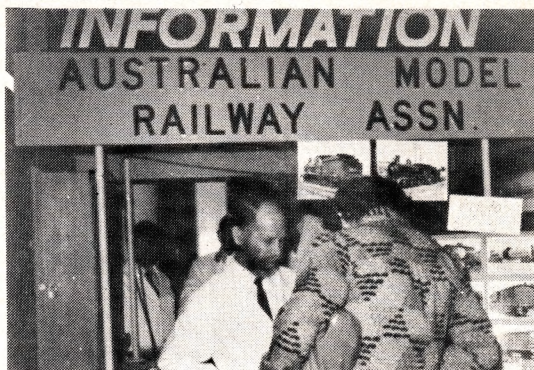
Stand 20. Star Import.

Commercially available model railway items were available, including Sommerfeldt overhead catenary, and Jordan scenic items. A 6' x 4' N gauge layout with operating overhead catenary, displayed the use of their products.



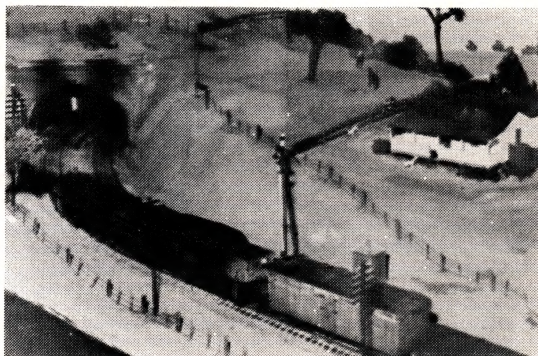
Stand 23. Fantastic Toy and Model Shop

Captain Fantastic and his walk-through display of Model Railway equipment, won the Best Commercial Stand trophy.



Stand 21. AMRA Information Stand.

AMRA's "A Guide to Model Railways" was on sale, and new memberships and renewals were taken. The Queensland Branch displayed HO n3½ locomotives and rolling stock.



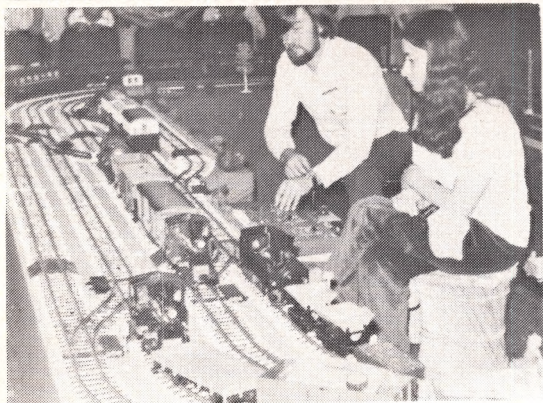
Stand 22. Model Workshops.

This well scenced and detailed Model of Menangle and environs, won the Most Popular Layout prize and also the Best Private Stand trophy.



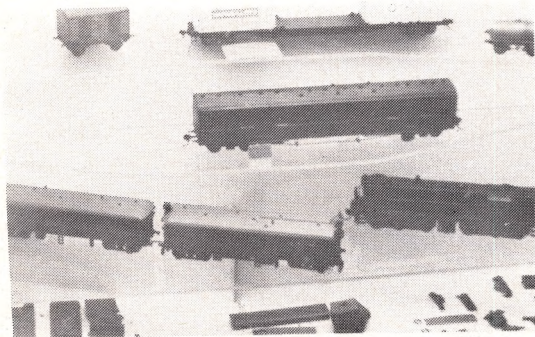
Stand 18. Australian Railway Historical Society. (N.S.W.)

Photographs, books and recordings were available from this stand.



Stand 24. Trevor James.

This L.G.B. gauge 1 layout was very popular, with one loco having synchro-smoke and engine sounds, and the other locos were fitted with smoke units.



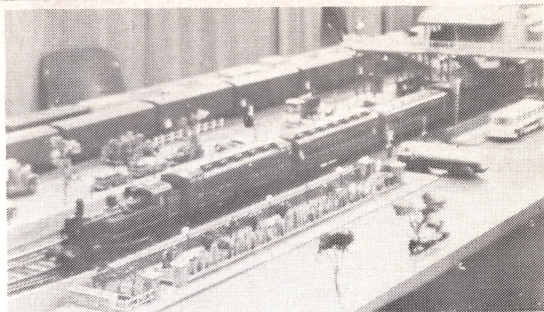
Stand 25. Workshop 5 Models.

Displaying kits and completed models of N.S.W. rolling stock and conversion kits for the Lima C38. Their exhibition specials, kits of the SBX and SFX quickly sold out.



Stand 29. Model Traction Association.

1/32 scale, 45mm gauge city tramway layout with several static models.

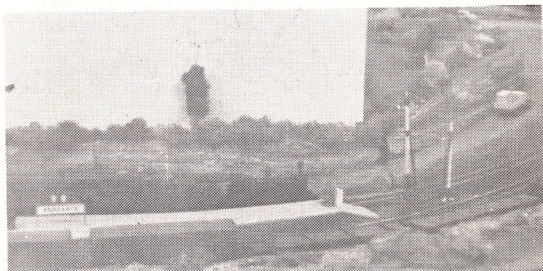


Stand 26. Norm Read and Col Shepherd.

This 0 gauge layout proved its continuing popularity, and the newly installed automatic sectioning allowed two trains at a time to be run on each track.

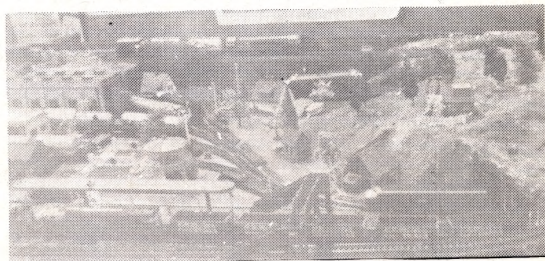
Stand 27. Zig-Zag Railway Co-operative Limited.

A variety of souveneirs and an operating N gauge layout depicting an arid hilly setting were shown.



Stand 28. Kevin Brown's N.S.W.G.R. Western Division.

Kevin's layout, with models of Knap-sac and Mt. Victoria, displayed features of the Western main line.



Stand 30. Roderick Caldecott.

This 6' x 4' layout using Hornby Dublo track, showed that Hornby and Lima equipment can be made to work well together.



In the kitchen a presentation was made to Large Durham.....



And also to June Dunn.

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

CAR LAMPS AND MODEL TRAINS

By Alan Dowel.

I have had many enquiries about using car headlamps in lieu of other protective devices in model train power supplies and controllers. The enquiries reveal two facts; members do want to use lamps, (and for very good reasons) and many do not understand the theory of which, why, and where to use.

Firstly, let's look at why. All power sources must be protected against overload, as overload can damage the components of the power supply, usually as the result of excessive heat build-up. A fuse is generally adequate for this purpose (as in most household switchboards), as overloads are quite infrequent. However, overloads due to derailments (and gremlins) are quite frequent on a model railway, and some device which can be restored quickly, or better still, restores itself, is desirable.

Magnetic and thermal overload devices have served this purpose well for many years. The magnetic type relies on the magnetism developed by a coil with a few turns of heavy wire, to release a spring loaded switch, and thus break the circuit when excessive current

flows. Most of us have come across this "little red button" on controllers. The thermal type has a few turns of resistance wire wound around a bi-metal strip, which bends when heated. Early types released a spring-loaded red button switch, but later types are sealed into the power controller, and automatically restore the circuit as they cool down. They reoperate of course, if the faulty circuit has not been removed.

Now let's look at the advantages of using a car lamp instead.

1. Lower cost. (about 50 cents).
2. Self restoring.
3. Self indicating. (lamp glows).
4. No moving parts.

One must understand a few principles before using them however.

The filament of a lamp (usually of tungsten) gets white hot at full voltage and its resistance increases tremendously - perhaps to 50 times the "cold" resistance. Thus, if a lamp is connected in series with the current leaving a train controller, and it is the correct lamp for the application, its resistance will be so low that it will have only a tiny effect on the

train - perhaps drop the voltage applied to the train by about one volt. If however, a short circuit occurs, the resistance of the lamp will rise greatly and limit the current flowing from the power supply to a safe figure - say 3 amps if a 36w lamp is used.

Choosing a lamp.

The voltage of a lamp should be the same as the power supply - usually 12 volts, so that it cannot burn out on a complete short circuit.

The current value of the lamp should not be less than 3 amps, because a smaller filament will interfere with the operation of locomotives, by taking too much of the power themselves, allowing less for the loco motor.

The power supply should be of sufficient capacity to light one lamp, that is, at least 3 amps. If a power supply has a greater output, then the lamp current figure can be increased by the same amount. As lamps go by wattage, we can now see that as $WATTS = VOLTS \times AMPS$, the minimum wattage will be $12 \times 3 = 36$, (some are labelled 35w which is near enough).

The cheapest lamps are the old single filament lamps, with either single or double contacts. Even cheaper of course, are discarded head or tail lamps which have blown on one filament only. Tail lamps usually blow on the low wattage filament, and the STOP filament is still OK. If this is near 36 watts, then it is OK for our purposes. Head-lamps are often 35 + 35w and therefore OK on the remaining filament, (see Fig 1 for lamp connections).

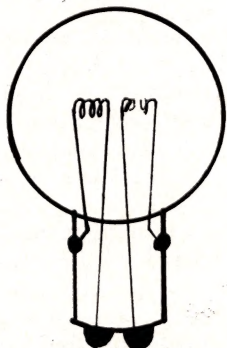
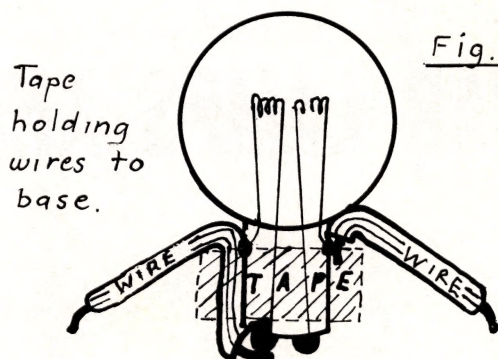


Fig. 1.

Lamp holder not required.

The amount of work that lamps will do in model railway applications is such that replacement will most likely never be required. Thus, a lampholder (which will cost more than the lamp) is not necessary. Instead, wires should be soldered directly to the lamp. These connections must not take any mechanical strain, so wires should be taped to the lamp base as in Fig. 2. I use .044 insulated wire, which is strong enough to support the lamp. This method of mounting can act as a good shock absorber in a mobile controller.



One lamp per train.

I must make it quite clear that lamps should not be connected into power supplies as an alternative to fuses. A lamp should be included in each train controller on a "one lamp per train" basis.

Lamps in common places (such as in the power supply) where one lamp feeds current to more than one train, will cause very poor voltage regulation - the starting of one train will cause another to slow down, etc.

When lamps are used in all controllers, fuses may be used in the power pack, as they will only blow due to a wiring fault, not a derailment, or track circuit "gremlin".

Red light on overload.

Somewhere near the lamp, you should install a large red lamp cap (bezel), which will light up red when a fault occurs.

Sir Greeley Dimley's Design Book

Being the definitive biography of Britain's most obscure locomotive designer.

By Anglethorpe Dickering, F.S.R.C.S.*

Acknowledgements.

The author has been indeed fortunate in locating Sir Greeley's original design notes lying at the bottom of a wicker steamer trunk in the attic of the abandoned "Buffer & Whistle" pub on Clippem Common. Since Sir G. wrote his notes in code it was necessary to translate these into a more readable form. Thanks to the tireless efforts of Mr Horace Candelwycke, of the Ministry of Utopian Affairs, these notes were carefully deciphered into illegible English. Without the erstwhile efforts of his secretary, Miss Violet Gaush, the arduous task of translation might well have been abandoned. Due to her generous academic qualities, Horace was able to come to the fore and produced the transcript in twenty-five minutes.

Many drawings and photographs came to light in my quest for information and I am indebted to various individuals for the loan of material.

These include:

Mr. Fred Tode, Manager, Plunge Harbour
Facility, Dorset.

Mr. Ken Merrythistle, Keeper of Ancient Towelracks, Museum of Applied Artifacts, Billingsgate.

Mrs. Harriet Scrounge, 17 Pewter Way,
Rustick, Surrey.

S/Ldr. R.A.F. Prangg, D.F.C., M.C.,
D.S.O., B.B.C. "Dambuster Cottage",
Thornhole, Berks.

Mr. I.C. Dimley, "Pwlllellguythonwll",
2 Wllythyllsylvllyn Road, North
Llgthwllngsthwth-Nthlythwlllyn, Wales.

Sir Henry Blibb, Keeper of Private
Parts, Bludgeon Castle, Godelpus, Essex.

There are many others whose help was gratefully received by me, but whose names I cannot remember.

* Fellow of Southern Region Cafeteria Staff.

[illegible]

The Early Days.

Sir Greeley's early life gave no clue to his later genius as a prominent locomotive designer. He was born in 1830 in the picturesque Yorkshire village of Cloggemire, the son of a local trowel polisher, Simon Dimley. Sir Greeley's boyhood was spent in his hometown and in his youth, not satisfied with following in the footsteps of his father, he therefore became an apprentice tree surgeon at the age of sixteen. He soon discovered that this was not to his liking for by 1850 he had tired of tending ailing trees, besides contracting poison oak, so threw

caution to the wind and became a locomotive engineer instead.

The fact that young Dimley, then twenty, knew nothing about locomotives did not deter him, and immediately set about building his first machine with money awarded by the Ash Fund for the demolition of Elder trees in Shropshire.

This first locomotive had shortcomings but gave indications of the latent talent of the young engineer. The boiler was liberated from a nearby brewery and placed atop massive oak

frames (made from two of his former patients). The driving wheels were borrowed from an old coach but each pair being of different size gave the locomotive a slight down-in-the-mouth appearance. Flanges were not fitted, principally due to the fact that Dimley had not envisaged using track. The chimney was a converted stove pipe and controls consisted of a coal shovel and a brick for braking purposes.

The construction was carried out in an old stable overlooking the main street of the town. Most of the fabrication was actually done by his faithful assistant Herbert Scrounge and the locomotive was ready for steam trials on Sept. 3rd, 1851.

The trial was a notable event in the town's history, if not entirely successful. At 7 a.m. Scrounge lit the fire in the boiler but raising steam was somewhat of a problem due to several factors; no steam gauge had been fitted, Dimley did not know the capacity of the boiler either, and last but not least, he had not heard of cylinders and consequently there was nowhere for the steam to go. 8.10 a.m. on that sombre morning marks a prominent event in Cloggenmire's history as this was the time of the first boiler explosion in the town. The impact of the boiler was greatly felt; Scrounge was propelled through the stable roof and gave up locomotive building there and then. Dimley, who had been standing nearby, was knocked flat and the locomotive, suddenly liberated by the demise of the boiler, found that gravity worked wonders, and rolled out of the building down the street.

Shortly thereafter a record number of horses bolted (as it was market day), a like number of wagons, which they had been pulling, also departed in various directions. The wheezing locomotive ambled down the street demolishing eighteen stalls en route and finally came to rest on the steps of the town hall. Despite the slight altercations of the "Wonder", as Dimley called the

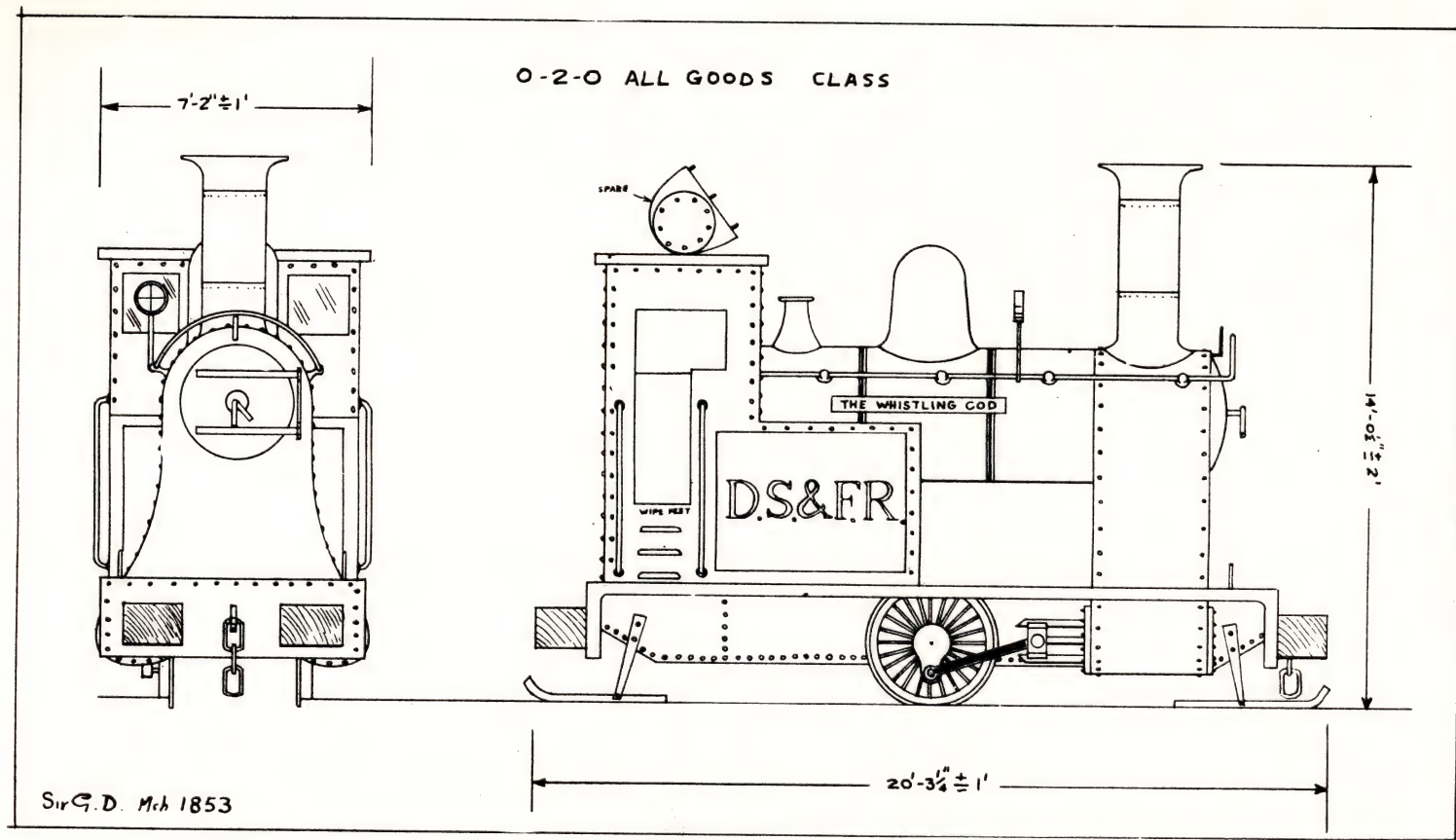
beast, he hailed the trial as a complete success, but within two hours was run out of town by somewhat irate residents. Undaunted by this seeming lack of public acclaim he took up residence in the village of Skimping twenty miles away.

Great Success.

Our young genius re-examined the light of his shortcomings in locomotive design and pilfered every book on steam engines from all the libraries in the country. He soon became acquainted with many of the problems which had plagued the originators of steam locomotion and systematically overcame them. For example he deduced that rails were a good idea for guiding the wheels instead of his original intention of levering the wheels back on the road with a crow bar. After six months of this swatting Dimley was now armed with all the answers to divers problems and now felt ready to build steam engines far superior than those of his contemporaries like King Izam Bard and Robert Louis Stevenson.

Early in 1852 the striving engineer took himself to the city of London looking for work. There he eventually received the job of chief engineer for the Dover, Sole & Fillet Railway. Dimley was now making his mark in the field of engineering and in 1853 the first in a long line of workable steam issued from his desk. Fortunately many engravings and photographs exist showing these designs and most are found overleaf with technical details included.

Dimley's first major triumph, after "The Wonder" was an 0-2-0 for the D.S. & F.R. It was a simple triple compound tank engine with two cylinders on the frame and a spare on the cab. Initial trials indicated a somewhat disappointing steam pressure of 0.5 lb/sq.in. but this was improved considerably when Dimley caulked the boiler seams with putty. The engine was also found lacking in stability and skids were fitted



One of Sir Greeley Dimley's original construction drawings with all the necessary dimensions for building it. This is, of course, the well known "Whistling Cod" his first design executed for The Dover, Sole & Fillet Railway.

at either end. This proved satisfactory until "The Whistling Cod", as it was called, went rocketing through points near Sole Junction. As might be expected the skids, which were made of 4" cast iron, tore through the 5lb. wooden rail diverting the "W.C." (as it was locally known) into an adjacent hopfield. Since the D.S. & F.R. possessed no cranes the Whistling Cod was abandoned on the spot and by 1855 had fermented away to nothing.

Young Greeley then turned his attention to a goods engine. The Dover had become interested in goods haulage and purchased two second-hand coal wagons from Evans, Evans & Evans Colliery so it was only fitting that there should be something to pull them. Thus with his famous addage in mind, "any goods engine is a good engine" he designed a suitable locomotive for the D.S. & F.R.'s windy road, a 4-12-2. Construction began in June 1854 but had to be halted while extension was put on the end of the fabricating shed to accommodate the growing beast.

The goods locomotive, naturally a tank engine, was rolled out on Sept 17th and was so much admired that Lord Dpum, Chairman of the Board offered the visiting Russian dignitaries present the opportunity to name it in honour of their then present regent: Czar Dene.

Steam trials commenced the following day and the engine proved almost a complete success.

The 4-12-2 steamed out of the yards with a good head of steam and proceeded at a rapid rate down the mainline with Driver Lively at the controls and fireman Spade. As the Czar Dene disappeared from sight the crew were heard to yell something back to the assembled dignitaries in the yard, but with the din of clanking rods and steam their words were lost. It was thought by the crowd that the crew were shouting out the virtues of the locomotive, but it transpires that when Lively opened the regulator it fell off in his hands. What the driver had been

yelling is not repeatable here, but there was some intonation of anger in his voice.

Despite the loss of the regulator, the Czar breezed down the line until the first sharp curve was encountered. At this junction the locomotive departed from the rails and took a short cut across some fields. At the far side of these lay the rival lines of the Wickering, Brickstairs & South Cliff Railway together with its main locomotive shed. The Czar seemed as happy ploughing through the fields as it had been on rails, probably due to Dimley's patented agricultural flanges. Driver Lively had now given up hope of stopping the beast and was writing his last will in chalk on the firebox door. Spade, true fireman that he was, was still busy shoving in more coal.

The 4-12-2 clanked across the fields as Lively watched the W.B. & S.C.R. shed loom ahead. At the last moment he crouched down while Spade still fired. There followed a tremendous crash followed by silence punctuated by the sound of escaping steam. The crew clambered out of the cab and found themselves inside the engine shed, the Czar's wheels neatly resting upon the rails. Several resident engines, which had been occupying the Czar's place, had been suddenly ejected through the doors at the far end and sat hissing in the goods yard outside.

The word soon spread that D.S. & F.R. locomotives appeared happier on W.B. & S.C.R. metals, to the chagrin of Dimley's directors. The Czar was shipped home via rival lines and the Dover received a large bill to boot. The loco was shopped at once and with some simple modifications was altered to a simple 0-12-0.

The Czar was finally retired in 1923 for the simple reason that it could not be grouped with anything else and was sold for \$3/17/4d. to an itinerant knife sharpener from Croydon. Many years later the rusting hulk was discovered under a mountain of china clay on Dadmen Moor and was swiftly rescued by the

well known preservationist Ian Pegbord. Mr. Pegbord has now restored it to original condition and runs it downhill on alternate Sundays on the lines of Societe pour l'Encouragement des Poofes et Diesels, much to the chagrin of the British Railways.

In 1858 Dimley, reaching for greener horizons, left the Dover, Sole & Fillet Railway and became chief engineer for the famed Lurch, Meander & Skreach Railway Company. This line was noted for its cracked expressses finished in Scarlet Pond paint. Greeley took up residence at Dincaster on January 1st

complete with hangover from the previous evening. He now became interested in the valve system evolved by the eminent German engineer Heinrich Wallcharts and this was incorporated in several subsequent designs of his and later came into widespread use. For obvious reasons the system was always called "Henry Rods".

With permission of British Railway Modellers of North America.

To be continued.



Daylight again, but not for long for the small 0-6-0 tank, because it and its friendly driver are about to be plunged into darkness again, while traversing the spectacular scenery of the "Godde Mountains".

(A scene on the West Aust. Model Railway Club layout.) Photo G. Watson.



3217 stands quietly simmering in the yard, as the railmotor accelerates into the tunnel.

(A scene on the West Aust. Model Railway Club layout.) Photo G. Watson.

THE L.M.S. LINE -

PART TWO

by John Hutchinson

The baseboards themselves are built of $3\frac{1}{2}$ " by 1" wooden frames, with $\frac{1}{2}$ " chipboard covering, to form a rigid frame and base - this applies to the three station sections. The two country sections are built on the open-frame method. Scenery is constructed by the use of white packing foam covered and moulded by plaster bandage. This is then all painted dark brown, using a powder paint. This brown color is a good ground base from which to work. After the paint is totally dry, usually after three days, a matt varnish is brushed on and various coloured flocks are sprinkled on this coating. By brushing, fingering and knifing, various effects can be created with the flocks.

It may be of interest to readers to know that most of the flocks, notably, grey, brown and an olive green, were created by Ewan Swift and the author after a week of intensive experiment. We found we could make a bag of flock for about 5 cents, as compared with 45 to 60 cents bought at shops.

All track on the layout is ballasted, although experience shows that one should be very careful around the point blades and their mechanisms. The ballast itself is some of the home-made product just mentioned. It may be just as well, now, to tell you how it was made. I obtained half a bucketful of fine sawdust, covered it with warm water, and mixed in a phial of cold-water dye bought at the local chemist. This mixture was left for three days and stirred at least twice a day (usually when I left for work and on return). The mixture was then emptied into a piece of hessian and hung on the washing line like a gigantic Christmas pudding. By this method most water evaporated. As a final action the hessian was spread out in the sun (weather permitting) or in the garage.

The result was most pleasing, and we intend to develop our markets in this material in the future. The ballast on the tracks was done using a similar method to the scenery. Matt varnish was brushed onto the track and surrounds. The grey sawdust ballast was then sprinkled over the varnished area - this was left for 20 minutes. Then, using a dry, clean brush, excess ballast was brushed away. The results speak for themselves - the point I like above all is that the sawdust absorbs the varnish, and so adheres to the track base very well. The ballasting gives the final touch to the railway - the touch of realism and conviction.

Trackwork is Peco and Wrenn, whilst all points are Peco. At Torver and Woodland the track sits on $1/8$ " foam, whilst at Foxfield cork is used. Selloys water-resistant, clear glue is used to stick down the many buildings and figures. The scenery is sprayed with a can of aerosol type matt varnish to prevent attacks by insects and other pests.

The backscenes on the layout are a combination of many brands, heavily cut and reorganized, but all of which you will undoubtedly recognize. The skies, with their blues, threatening weather and puffing chimneys were hand-painted by the author. The other skies on the printed sheets seem too artificial - but maybe I'm too fussy. Signals are Triang-Hornby, footbridges by Airfix. General railway materials around goods areas and engine sheds are bits and pieces of so-called "railway rubbish" which most modellers possess. This delightful "rubbish" - old rails, wheels, timber, cogs, frames, doors etc all help to give that impression of reality. The dirt roads on the layout are created once again by using matt varnish brushed onto the base - in the

case of the made roads stonedust was sprinkled onto the varnish, and using the dry brush, brushed away after 30 minutes. The effect is telling.

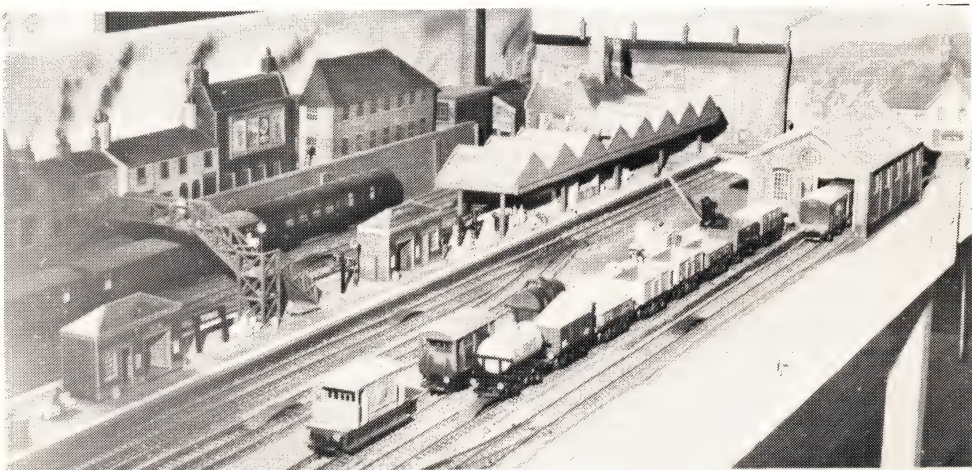
Platforms are built with pinus timber, rebated to allow a "stone edge" to the platform overhang. The depth of wall of the platform is covered with brickpaper whilst the whole platform is glackened, greyed and dirtied suitably. The gas lamps and many of the figures are Merton, whilst other figures are Airfix, painted with loving care and patience.

When one looks at the layout, and considers what we have done, we have in fact modified and changed almost everything we have touched or built. Many modellers, to my mind, make a fundamental mistake when making their scenery and I hope I can make this point very clear - simply because it is important. When you look around you, say at a paddock, a railway cutting or even the road, is it ever the one colour? Of course not - but how many of us still insist on totally emerald green fields, brown ochre rocks, and battleship-grey platforms? Many, no doubt. Any panorama is a kaleidoscope of color - yellow, browns, greys and blacks dotted throughout a green field. In case you don't believe - look closely and see!

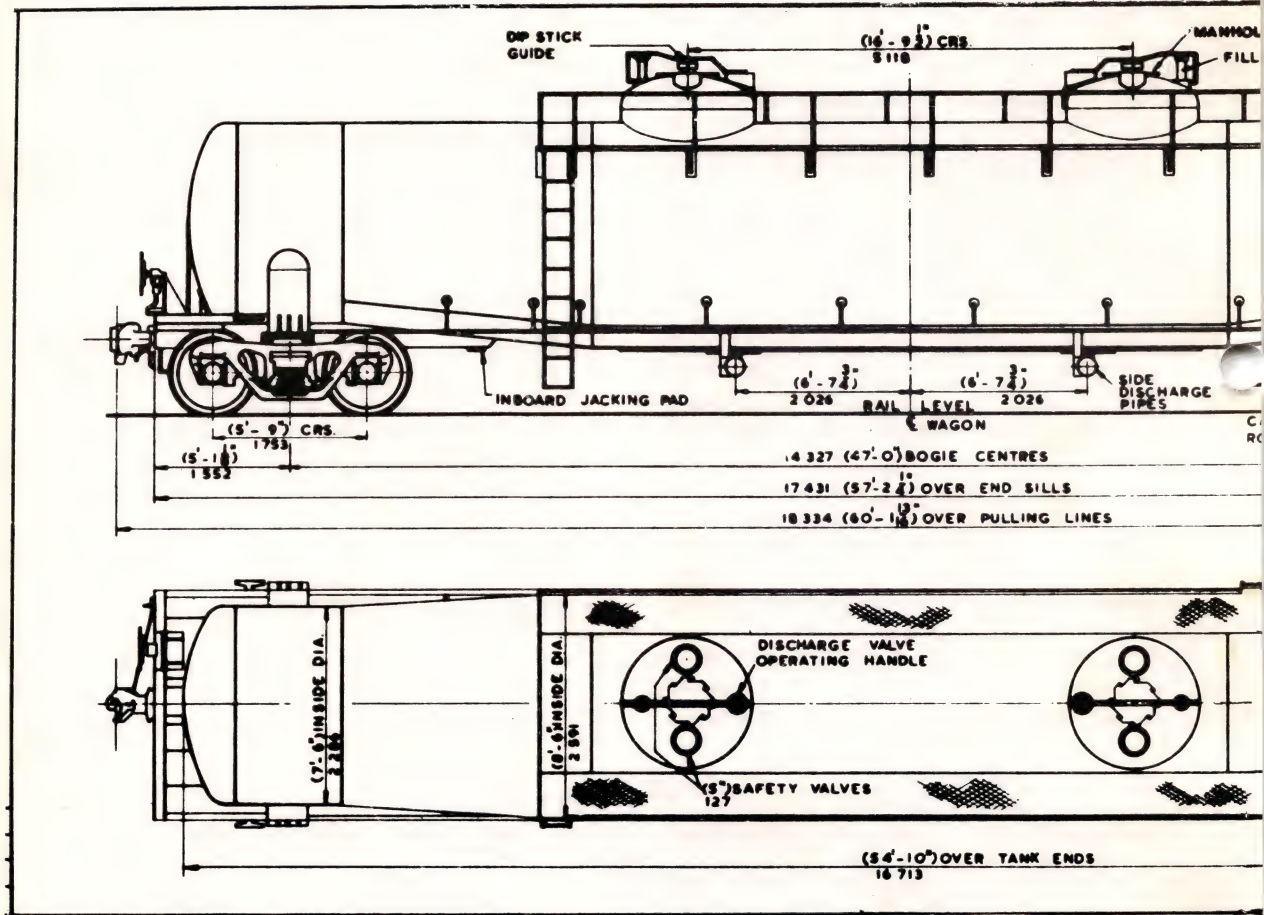
And now to rolling stock and locomotive power. We of the L.M.S. line unashamedly use much-modified Triang-Hornby rolling stock and locomotives with five-pole motors and single-start worms, well weighted.

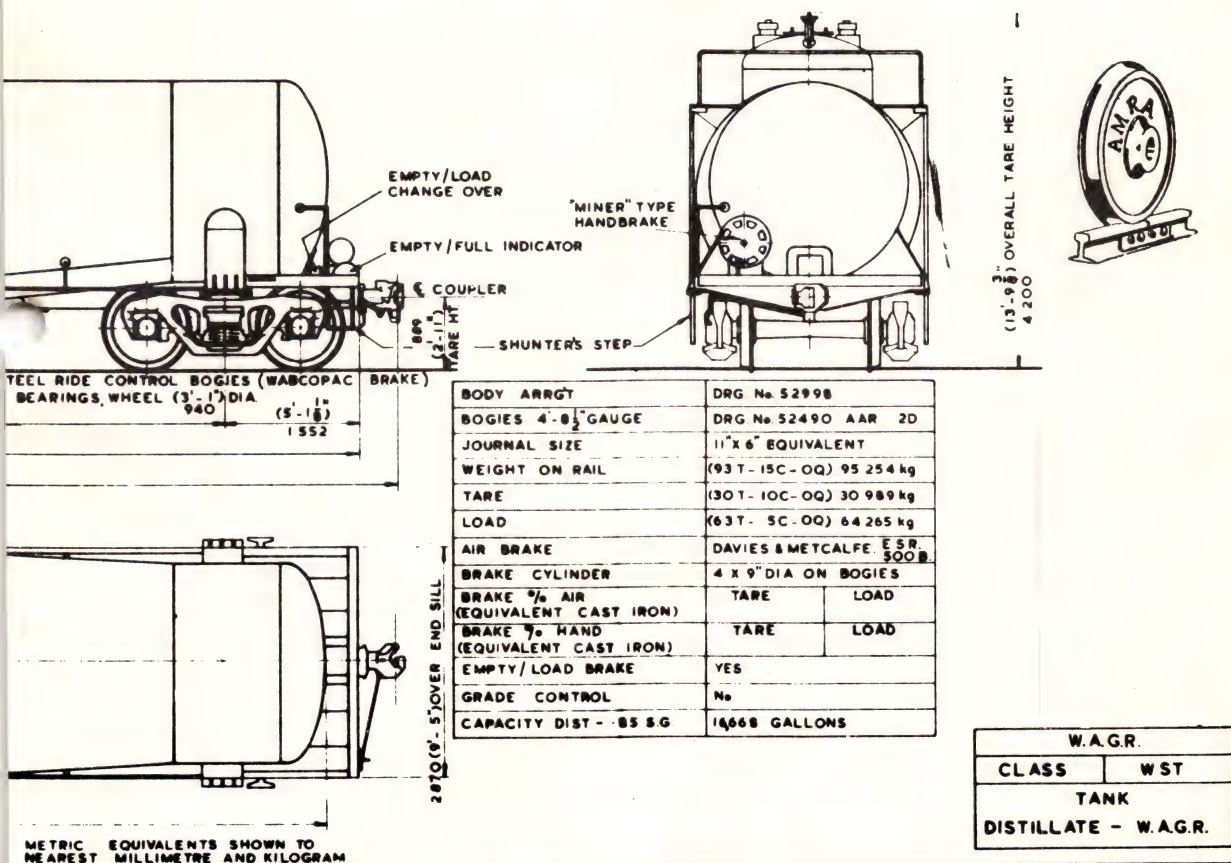
With loving care and regular maintenance Triang products are first-rate and most reliable (by the way I receive no commission for that statement). I wonder how many modellers have "cut their teeth" on Triang-Hornby. Many, I would say! but how many more, as they progress along the so-called track of model railway sophistication begin to shun Triang-Hornby, simply because they feel it is beneath them, or for the junior fraternity.

I personally, as well as several of our members have seen some modellers with \$60, \$70 and \$100 locos which wouldn't perform or behave itself as well as Stephenson's "Rocket". (They certainly wouldn't warrant a place on the duty roster of Wessex Lines 30 locos). We of the L.M.S. (and Wessex Lines) place running and performance up on top of our lists - we seek accuracy and scale-speed in all our locos, and they must be reliable performers. We have rarely been disappointed with Triang-Hornby steam locomotives - one notable massive failure was the "Evening Star" but maybe

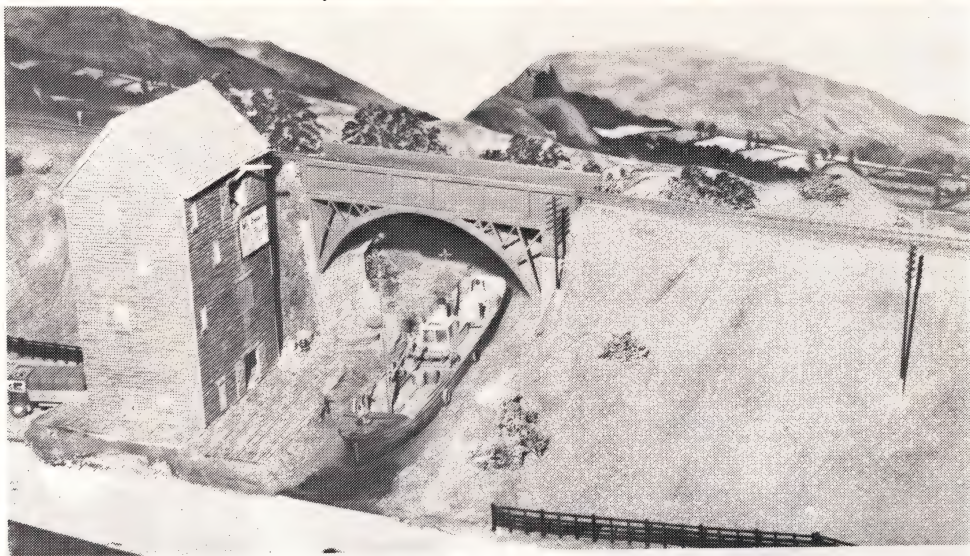


General view of Torver.





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The canal section of the L.M.S. line

Ted had purchased a "bad" one. It would be only fair though to say that on his second visit a while ago to New Zealand a Christchurch modeller demonstrated for Ted that his Evening Star pulled seventeen bogie coaches (part Jackson wheeled) on the flat. Now when we talk of Triang-Hornby I am also including in the list those remarkable metal-cast bodied locomotives made by Wrenn-Hornby (the names are always changing it seems). We have many of these locos, some of which will appear on the L.M.S. line - locos such as the 2-6-4 Stanier tank, and the delightful 2-8-0 Stanier 8F goods. Other metal bodied locos which will run will be an ex-Caledonian 0-6-0 tank, as well as an ex-Midland 0-6-4 "Flatiron" loco. Both of these are Will's kits built on Triang chassis fitted with 5 pole motors. We do a lot of armature swapping as well as fitting complete motors.

Our full list of locomotive power for the L.M.S. line is:

2. 2-6-4 Stanier Tanks (Wrenn-Hornby).
2. 2-8-0 Stanier goods 8F (Wrenn).
1. 0-6-0 Ex. Caledonian tank. (Wills-Triang). Triang)
1. 4-6-0 Ex. Midland Flatiron (Wills-

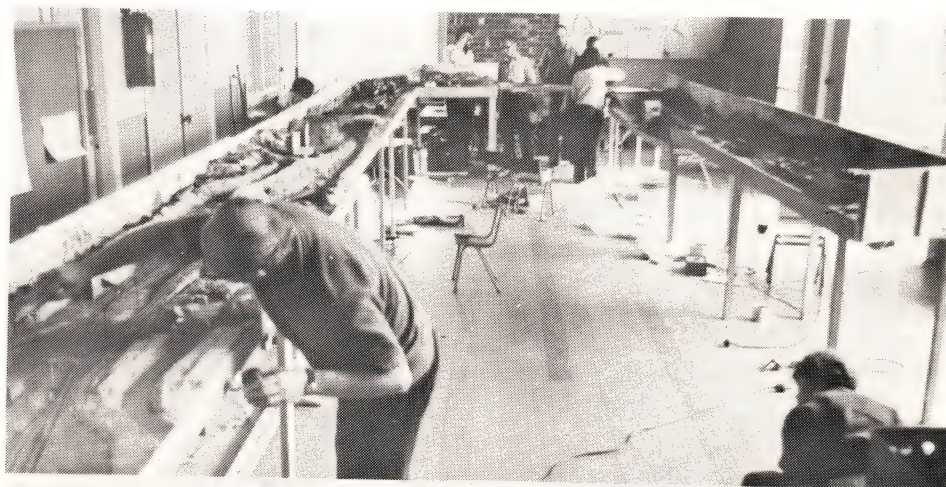
1. 4-4-0 Ex. Midland Fowler (Triang).
4. 0-6-0 L.M.S. Jinties (Triang).
1. 2-6-0 Ivatt Tender (Hornby).
1. 0-6-0 3F Tender L.M.S. (Triang).

Our rolling stock is a varied collection of old and new, but with deliberate aging, painting and lettering, they appear much a family of very used rolling stock. Four of the coaches are Ratio - with metal wheels - constructed from kits, by the author. Other passenger coaches are Triang, all are weighted, in some cases rewheeled, and all are "dirtied"; goods stock is Triang, Hornby, and Trix. The goods stock has received considerable attention most have been altered in appearance, with careful application of paint and "dirt". Incidentally, for those modellers who fear trying to "age" their stock - then rest easy - it's not that difficult. Maybe a few tips are in order, based on the experience of the L.M.S. line members. Firstly, do not throw away the odd tins of Humbrol paint - keep them and mix them all together - I called the mixture "yuk" grey - a most suitable name, since it became the base for the dirtying process on many wagons. Secondly, and

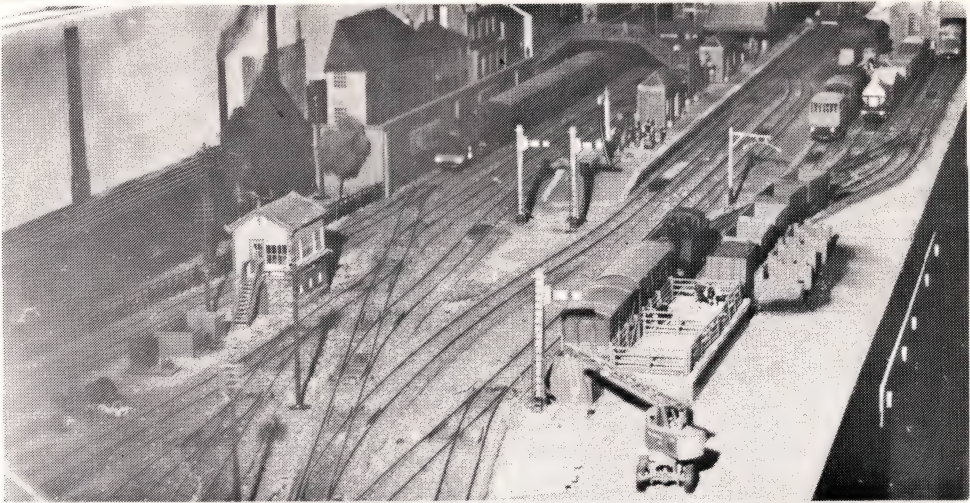
most important - keep that small jar of turps that you use to clean brushes - this mixture is a wonderful dirtying agent! Thirdly, a mapping pen about 15¢ at the newsagent, makes fine lettering on railway notices and wagons very easy. Fourthly, and possibly a well known fact - while Letraset for names etc. makes a whole host of name variations possible - but at about \$4.50 per sheet - it can be a costly exercise. The main thing is - don't be afraid - have a go - I'm sure you will be pleased in the end.

And now let us turn to information about electrical matters. Train control points are at Woodland, Foxfield and Torver. Woodland, if fully staffed is operated by three people, two drivers and a signalman. Foxfield has four people - three to drive and one for the signalbox. Torver has the same staff numbers as Woodland. In all, for perfect, unhurried running, we will need ten operators. However, with cunning design and progressiveness, Foxfield could be unmanned and operated by Torver and Woodland. The three control panels for the layout are impressive to look at, easy to operate and logically setout. The whole of the layout is sectionalized electrically and for each

section there is a double pole, double throw, centre-off switch. The traction supply on the L.M.S. line is fairly conventional, and will be described by stations, commencing with Torver at the UP end of the line. Two separate 12 volt DC power sources are used - here derived from a double-wound transformer. Although the power supply permits common rail, both running rails are gapped to allow for easier fault-finding. Two controllers are provided to allow shunting and mainline moves to be carried out. Passing to the other terminal station, Woodland, we find a single power unit supplying the entire load at 14V. 4AMP. This necessitates gaps in both rails, but is economical in transformers. Naturally enough, at Exhibition, we will take along spare transformers. The piano wire in expanding curtain wire method of operating points and signals (as previously mentioned) is used again at Woodland, with the exception of the advanced starter signal which is electrically operated. This signal mast also carries the Distant signal for the intermediate station Foxfield. This necessitated some form of interlocking between the Starter and the Distant arms, as without interlocking Foxfield could clear his Distant before Woodland operates his Starter.



A trial erection of the layout in November, 1975.



West end of Torver.

Both signals are operated by telecom 3000 type relays. The starter will operate as soon as the electrical contact transmits power, but Foxfield Distant is circuited through a contact on the Woodland Starter signal. Thus the Distant signal will not operate unless the Starter has also been operated.

Turning now to Foxfield, we have an entirely different situation as far as traction is concerned. Common return is used with split-potential supply 18-0-18 volts for train running. Again both rails are gapped with separate feeders to each rail - the north rail is commoned on the terminal strip. Provision is made for the operators. As Foxfield is a "through" station, trains can approach from both sides, which means the signalman on duty must keep his wits about him!

The inter-station blocks are based on the M.M.R.S. direction key, and are used in conjunction with bell code. A section of track is common to each station thereby enabling a smooth changeover between drivers. Foxfield can, as previously mentioned, be switched out, thus allowing terminals at Woodland and Torver to be fully staffed.

When this is done, the common section between stations is extended to include all Foxfield blocks.

The electrical circuits are simple co-incidence using surplus relays and diodes.

This then is the L.M.S. Line. It has been constructed through a team effort, and a lot of hard work. Our group members are very pleased with themselves - and rightly so! Being keen modellers we shall now turn our attention to new fields - possible extensions and expansions to the L.M.S. line. (At the time of writing we are considering a new Wessex Lines plan which will allow a scale mile between each of the five stations).

Who knows? Nevertheless it is hoped that the people who viewed the completed L.M.S. layout, seeing the many trains pass by, or shunt, and observing the many human incidents on the layout, derived some enjoyment from the whole model railway panorama, as we have enjoyed building it.

Making your own bogies

By Cedric Rolfe.

When scratch building, it is very rewarding to be able to make a fairly accurate model of the body, but then be frustrated because you are unable to obtain bogies that even faintly resemble the prototype. If you can model one thing, then you ought to be able to model another, so why not go all the way and model the bogies as well. That is how I felt and this is how I went about it.

We know that rigid bogies contribute towards derailments and in modelling it is not all that essential to have them fully sprung. The main thing is for the wheels to remain on the track at all times. This can be accomplished by having side frames of the bogie pivoted at the centre and allow for slight lateral movement as well. Plain

bearings are definitely out because they limit the train length too much due to excessive friction. As we cannot have roller bearings the next best are pin bearings. The material used for the side frames must be strong and durable and be able to show all the detail we want. The material I chose was brass superimposed with boatsheath resin to bring out the detail. I find that brass is good to work with, strong and easy to solder. Having all these things in mind, we now proceed with the method of construction and set out here is a list of the materials we will need plus a few odds and ends from the junk box.

- 18g sheet brass
- 16g x 5mm brass strip
- 0.15 styrene sheet
- 10 1/2mm wheels and axles
- Tube of Pliobond
- Silastic R.T.V. & catalyst
- Boatsheath resin and hardener
- 6 B.A. bolts or 1/8 brass rod
- 4 - 8 B.A. cheesehead bolts
- 4 - 10 B.A. cheesehead bolts

Art card may replace the styrene if so desired.

As an example we will model a N.S.W. G.R. loco tender bogie as shown in Fig. 2. First of all it will be necessary to make up a pattern as shown in Fig. 1.

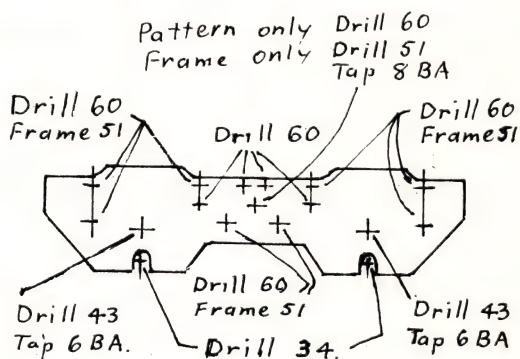


Fig. 1. Side frame and pattern.



Fig. 2. Completed bogie side.

Cut out 2 pieces of styrene or card slightly larger than the size of the required side frame of the bogie. On one mark out very carefully the exact shape according to the plan on hand. Mark the position of all holes which have to be drilled and the position of any detail which has to be superimposed on the frame. Now using adhesive, very sparingly glue the two pieces of styrene together on the edges only so that when trimmed, all glued portions will fall away. When marking out has been completed, drill all holes as shown on the diagram, then trim the edges to

the exact size required, retain the marked piece and set the second aside for future use.

The next step is to shape the leaf springs and glue in position (you may have a damaged bogie in your junk box that with a little alteration may provide not only the leaf springs, but the axle boxes as well. Next shape the compensator and keeper in the centre of the frame and glue in place, following with office pins to represent the larger rivets and bolts, and small pieces of thin copper wire cut to the correct length for the spring tension rods. Follow this by fitting the axle boxes. When all these pieces have been glued in position, fill the surplus holes and set aside to dry, after which clean up any excess glue and any of the detail. In the meantime find a suitable container to use to contain your mould. A discarded "Merten" box is ideal for the purpose. When the pattern is ready make sure that the back is nice and smooth, set it in the bottom of the container face up and mix up sufficient Silastic R.T.V. and catalyst for the container. Pour over the pattern and leave to set for about 24 hours.

Now cut 4 pieces of 18g brass sheet (do not use sheet brass of any lesser gauge than this as it will bend or curve about a month after completion of the bogie as the resin contracts slightly and will bend the brass). Tin the bogie sides on both sides and sweat them together. Clean off any surplus solder, temporarily attach the second piece of card of styrene which was set aside, drill all the holes in their respective sizes and trim the edges ensuring that they are kept absolutely square. Remove the pieces of card or styrene and separate the brass pieces. Tap the axle bearing holes with a 6 B.A. taper tap from the outside of the frame. Do not go too far but ensure that they will make a tight fit later. Tap the pivot holes of the side frame with 8 B.A. taper tap from the inside of the frames using the same precautions as

before. Tap all other holes drilled 51 and set aside. Now thread the brass rod, cut into short sections, and drill into one end of each of the eight pieces with 1/16 centreing drill leaving a conical hole. Start them into the 6 B.A. holes. Next cut, bend and drill the two U shaped spacers as shown in Fig. 3 and fit with 10 B.A. threads as shown in sketch. These are to restrict up and down movement of the side frames. We are now ready to return to the mould. Remove from the container and pattern, turn face up and mix some "Pliobond" and fill the mould. As soon as it has hardened sufficiently remove from the mould. Examine carefully and correct or trim where necessary. A good idea is to make four of these from Pliobond but two will do. Trim the backs with a file and then make a new mould using the Pliobond patterns. Dust them first with French Chalk or talcum powder.

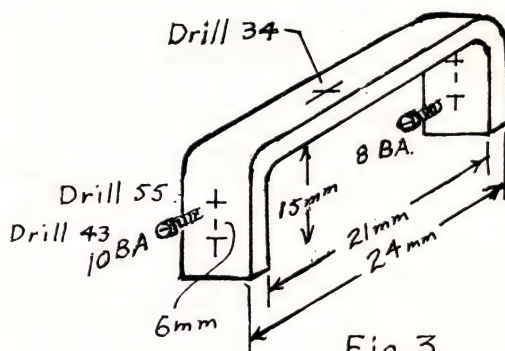


Fig. 3.

Spacer and pivot.

While waiting for the new mould to be ready, assemble the brass side frames by fitting the U shaped spacers with 8 B.A. cheesehead bolts. By turning the 6 B.A. bolts you can then fit the needle pointed axles and adjust so that the bogies run true. When both bogies run to your satisfaction with just enough movement of the side frames, cut off any surplus B.A. bolt protruding on the outside of the frames. Keep the bogies

separate and dismantle, then cut off, slightly proud, the 6 B.A. bolts and secure with a spot of solder. The reason for leaving these bolts proud and the extra holes in the brass side-frame is to enable the resin detail to obtain a firm hold.

Now mix the Boatsheath resin with the required amount of hardener and pour into the prepared moulds. Leave

a little while then carefully set the brass side frames on top of the resin in the moulds while still in a volatile state. Leave until the resin is firmly set, remove, paint, reassemble and you are in business.

Although this article is written for HO, the same methods and principle are involved for other scales.

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APPLICATIONS OF MODERN RAILWAY STANDARDS

PART 1.

By. P.J. Betts.

Introduction.

Model railway standards have been with us for a long time. Some modelers and manufacturers make use of them, but many, the great majority, don't. The reasons for not complying with standards are many and varied, but the one that concerns this author is that they are not well enough publicised nor well enough explained. The purpose of this series of articles is to make some effort to convince modellers that standardisation is necessary if model railway operation is to achieve near to one hundred percent reliability.

Reasons for Standards.

There are two basic reasons for adopting standards. The first, and obvious one, is for reasons of interchangeability. Ideally, any modeller working in a particular gauge would like to be able to buy any make of rolling stock for that gauge and expect it to run perfectly on any item of trackwork of the same nominal track-gauge.

Secondly, a set of standards for wheels and trackwork should act as a dimensional guide to anyone constructing trackwork or rolling stock so that

any completed item will automatically run, or be run on, with near perfect reliability and smoothness providing the dimensions specified are complied with. In other words the trial and error is taken out of running by adopting a set of well-formulated standards.

Classes of wheel and trackwork standards.

There are four basic classes of dimensional standards in general use and these are itemised as follows:

1. Coarse scale.
2. Fine scale.
3. True scale.
4. Universal.

There are no rigorous definitions of these terms and some are misnomers, therefore some explanation is called for.

"Coarse scale" is a term referring to a dying race of proprietary lines which are more truly toys than models. In these, tolerances are stretched to a maximum, flange profiles are grossly overscale and curvature of the point-work is very sharp. These three requirements of the toy train have caused manufacturers to specify back-to-back dimension of wheel sets that are very

much less than the prototype equivalent, wheel treads that look more like steamroller wheels than railway wheels and flangeway dimensions on pointwork that are grossly overscale.

"Fine scale" simply means a system in which the tyre profiles and flangeways are finer than coarse scale and in which the appearance of the wheels and trackwork is close enough to the prototype to appear realistic to the majority of serious modellers.

"True scale" refers to a system in which the nominal track-gauge and nominal flange profiles are exactly to scale. However, the necessity to allow tolerances greater than the prototype equivalent necessitates that the nominal flangeway dimensions are slightly larger than true to scale although the difference would be indiscernable to any but the most avid enthusiast.

"Universal" is a term referring to pointwork which is designed to be acceptable to both coarse and fine scale wheel sets. The only truly universal points are those employing movable wing rails in which the gap at the nose of the frog is completely closed for the selected route. The term "closed frog" is used to describe these points. Other types of so-called universal points incorporate a fixed frog and in these the crossing flangeway is made much larger than the check flangeway and the tendency for narrow, fine scale wheels to drop into the large gap at the nose of the frog is limited by arranging for the wheels to run on the noses of their flanges over this portion.

Any attempt to intermix two of the above four systems, even though the track-gauge may be the same, will reveal the following:

1. Fine scale wheel sets will not run through coarse scale points without the flanges hitting the frog noses and derailling.
2. True scale wheel sets running through fine scale track will meet the same fate as in 1.
3. Coarse scale wheels running through fine scale points will experience the

flanges jamming in the flangeways or the backs of the flanges jamming between check rail and wing rail.

4. Fine scale wheel sets running through true scale points will meet the same fate as in 3.

5. Coarse scale wheel sets will run perfectly through universal points, but fine scale sets will run with only moderate reliability through all but the closed frog type of universal points.

Standardising authorities.

There are no fixed divisions between coarse scale and fine scale. The terms are meaningless on their own except as a rough generalization. In order to define a system for standardisation purposes, it is necessary to stipulate a number of nominal dimensions. A bare minimum number of dimensions would be those of track-gauge, flangeways, back-to-back, flange width and tyre width. Some indication of the tolerances on these dimensions and also a recommended flange profile would be desirable.

There are at least four well known organisations who publish model railway standard specifications for what are essentially fine scale systems. These are as follows:

1. British Railways Model Standards Bureau (B.R.M.S.B.), U.K.
2. National Model Railway Association (N.M.R.A.), U.S.A.
3. Australian Model Railway Association (A.M.R.A.), Australia.
4. Normes Europeenes Modelfer (N.E.M.) Continental Europe.

A study of the dimensions published by these associations will reveal that B.R.M.S.B. are probably the finest scale, although this association publish both "fine" and "coarse" dimensions for their "O gauge" and "1 gauge"; N.E.M. are probably the coarsest scale; and N.M.R.A. and A.M.R.A. are somewhere in between. The differences between the British and Continental standards, in 16.5mm gauge at least, are large enough to make the two systems incompatible, for reasons given in the earlier comparison between coarse and fine scale.

9mm gauge standard specifications, being comparatively new to the world modelling scene are similar enough to ensure compatability with each other.

The Australian specifications were based originally on the American ones, but recently small changes have been made which have, in some cases, brought the Australian standards nearer to the British. For example, anyone employing A.M.R.A. standards in 16.5mm gauge will find his system compatible with both the American and the British, whereas formerly they would have been compatible with the American only. The reason for leaning more towards the British standards in this gauge is that practically the only wheelsets available to the Australian modeller commercially, are manufactured in U.K. to B.R.M.S.B. standards.

The authorities who deal with "true scale" specifications are mainly limited to societies who specialise in those fields rather than national associations. Examples of such societies are as follows:

1. Protofour (4mm to 1 ft. scale) U.K.
2. Scale 7 (9mm to 1 ft. scale) U.K.
3. Scale 3 (3mm to 1 ft. scale) U.K.
4. N.M.R.A. (3.5mm to 1 ft. scale) U.S.A

The last mentioned of course is a national association and to confuse the matter even further, this association refers to as "fine scale" that which this author has defined as "true scale". Such are the anomalies when such terms are left without definition.

What the model railway hobby badly needs is a set of international standard specifications.

Advantages of Standardisation.

Any Australian modeller who has progressed from the toy train stage would find advantages in adopting AMRA standards. In doing so he would not only find his models compatible with others who adopted the same standards, but would obtain a reliability and smoothness of running near perfection, not only on plain track, but when negotiating pointwork with long trains at high or low speeds.

If a modeller wishes to persevere with universal trackwork, then it is his prerogative and he would not be condemned for doing what he wants to do. However, no matter how much he may convince himself that his system is reliable, it is unlikely to be so if he runs fine scale wheel sets on it. It is perhaps OK when he is driving his trains on his trackwork, unconsciously knowing the idiosyncrosies of his own particular items, but let some other "fool" have a go and there is trouble.

The tendency among modellers is to buy a range of commercial trackwork and rolling stock, put them altogether and by trial and error, adjusting and manipulating, get them all working with a just acceptable, but not perfect reliability. This is no condemnation of such a person, for in Australia in particular there is very little alternative unless he is to build everything himself. By adopting AMRA standards from the outset, or by converting what he has to AMRA standards, and this is not beyond the endeavours of any individual with some initiative, the modeller would find that whereas formerly he could achieve reliability only when nursing his trains, he would now be able to perform such manoeuvres as propelling a long rake of 4 wheeled wagons through complicated pointwork, at high speed if necessary, without derailment, not only with his own trains, but with anyone-elses who complied with the same specifications.

Conclusions.

This article has analysed the reasons for adopting standards and some of the theory behind them. It is all very well to quote theory, but one might say "what of the practical side?" Some sort of theoretical analysis or planning is essential to any project, but good practice is just as important, or more so, than the theory. Subsequent articles in this series will therefore deal with the practical side of standardisation.



FOR READER'S LETTERS

Dear Sir,

I would like to pass on to the readers a small hint which may be incorporated into an existing layout or placed in one on the drawing board.

In a suitable part of the layout a park can be constructed consisting of a small pond, fireplace, swings etc. This can be done in a couple of hours, or a few nights, depending on the size and amount of detail involved. Now something to really set off your new park is a length of rail placed in a suitable position and a locomotive placed on it.

From time to time locos can be changed from the park back to active service on the layout.

I have done this to my layout, and have had admiring looks at the "locomotive in the park".

J.M. Mullins.

Dear Sir,

It seems that the original listing of V.R. Goods vehicles has created some interest judging by the letters from B.G. Lewis (Journal 118) and Bill Bates (Journal 120) which is very good, perhaps someone could do a listing of NSW PTC goods vehicles. However if the Editor will allow me to enlarge on some of the codings as mentioned by Bill Bates it may be of interest to other members.

As at 16/9/76.

CJ bulk cement hoppers, 97, no CJF listed on register.

GJX bulk wheat hopper, 20, aluminium body.

GJF bulk wheat hopper, 80, aluminium body.

GJF bulk wheat hopper, 250, steel body

LL sheep van, 4.

LF sheep van, 45, no LP on register.

QW well wagon, 1.

QWF well wagon, 1.

Note that the QW is a well wagon with detachable bogie frames incorporating couplings, whereas the QWF runs on vintage six wheeled bogies of a plate framed type with outside elliptical springs.

S flat wagon, 6.

SX flat wagon, 4.

SCX cable drum transporter, 4.

CSX coil steel wagon, 90, not SCX as mentioned.

FJ bulk flour wagon, 2.

J bulk cement wagon, 75.

SKF flat wagon, 7.

SKX flat wagon, 68.

I open wagon, 1013.

IA open wagon, 1091.

IC open wagon, 46.

IK open wagon, 57.

IT open wagon, 251.

IY open wagon, 151.

IS open wagon, 22.

GY open wagon, 6142.

RY open wagon, 1576.

Z guardsvan 4 & 6 wheel, 7.

ZB as above but ballasted with concrete.

ZD conversion of ZP vans, 9.

ZL as Z van but fitted with long shank couplings, 353, 2 on 4'8½"

ZP Fitted with transition couplers and suitable for 60 mph operation, 6.

As can be seen by the numbers of four wheeled open wagons of I and IA classes there is still a long way to go before they become a rarity, the same can be said of the ZL guardsvan. At present the VR are designing a new type of hi-cube van for the Ford Motor Co. who are providing the finance for their construction, the size will be the maximum allowable under present operating conditions which will place them close to the ANR VEX class vans.

G. Brown.

The Editor,
AMRA Journal.

Dear Sir,

Readers of the July/Sept. 1976 issue of Journal will have noticed an article titled "Railway wheel and track specifications". The article was wrongly credited to Bruce Norton, the true author being Peter Betts. If any reader found the article somewhat jumbled, it was because it was jumbled. The article was printed in a sequence of paragraphs quite different from that presented by the author. If the section headed "Wheelset Tolerances" is removed from where it was printed and inserted instead immediately before the conclusions, and the heavy horizontal lines printed under the "Wheelset Tolerances" paragraph on page 77 ignored, the article will make more sense.

Also, there are printing errors on page 75 under "Dimensions". The definition of the term "C" (check-gauge), should read

C = Vertical contact face of the check-rail to the theoretical point of the frog (check-gauge).

The printed definition of "C" is in fact that for "F1" (crossing flangeway). This article was intended as one that might be used as a reference. As printed it is a disaster. If any reader is genuinely interested I will send them a copy of the original typescript and diagrams, if they send a 20¢ stamp to 40 Merrilee Cres., Frenchs Forest, N.S.W. 2086.

P.J. Betts.

BRANCH NOTES

QUEENSLAND.

Our host for the September meeting was Arthur Hayes, and following the discussion of branch business, Arthur gave us a first class lecture on the various classes of drawgear on our Queensland rolling stock, and how trains are marshalled up in conjunction with these classes.

In October we went northside, Steve Malone being our host. Steve is one of our modellers who models in SN3½ and we were privileged to see some of his fine locomotives working.

November was an important month for the branch as it participated in the Annual Brisbane Hobby Show, where several new members were gained. Speaking to many people resulted in many coming to our flea market. Several clinics were held on Queensland and

Styrene modelling, buildings scenery, wiring, baseboard construction and track laying. Many people attended the clinics, and our thanks are extended to Arthur and Kerry for hosting the flea market.

Our November meeting was hosted by Frank Freeman, a devoted model railroader and ex N.S.W.R. driver. Frank showed us his extensive layout modelled on N.S.W. prototype on which ran prototype length trains of the Indian Pacific, Gold Coast Motorail, and many other N.S.W. trains. An enjoyable evening was had by all who attended the meeting.

Our breakup, hosted by John Hill, was in the form of a barbecue, and everyone who attended had a happy evening.

Over the weekend on the 11th-12th December, a number of the branch members camped out at Waterloo. Many trains were sighted, including the Brisbane Limited. Some of those who went intend to return at a future date.

Future meeting dates:

Feb. Neil Johnman, 12 Jarrot Street, Chelmer.

March Ken Edge-Williams, 8 Wright St. Balmoral.

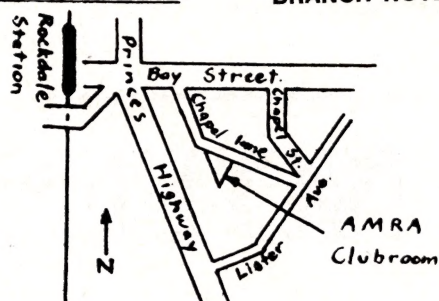
April John McDicken, Marylands St., Jimboomba.

(turn into Camp Road, 4-5 miles south of Logan River.)

Neil Johnman. Branch Reporter.

NEW SOUTH WALES.

BRANCH NOTES



Improvements to our new building are continuing, with several members being seen wielding paint brushes at our recent work meetings. Members will have noticed that a separate layout room is under construction, and that the concrete block cladding is continuing. With a bit of luck, by the time this appears in Journal, the first 'O' gauge trains will be running.

The model clinics are again proving popular, with quite a number of cattle trucks under construction. Our next project is as yet undecided, but it might be refrigerator cars, (to go with the cattle trucks) and then, of course, we will just have to have a go at building a cattle pen and an abattoir. Does anyone know of a small country abattoir that could be easily modelled?

Our thanks go to Noel Thorpe for

his illustrated talk on the history of Sydney Central Station, which he presented on 22nd October.

On November 6th we visited the A/C depot at Everleigh. It was interesting to see how the air conditioned cars are overhauled and serviced. We were also conducted around the foundry and shown over the diesel shunting locos.

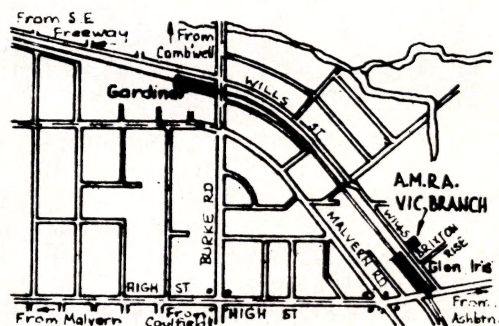
Saturday 20th November saw our Xmas party being held at Rockdale. After a barbecue tea Father Christmas paid us a visit to the great excitement of all the youngsters, (and not so youngsters) present.

The popular film "Genevieve" was presented on Friday 26th November. You will remember that this was the film scheduled to be shown earlier in the year, but this time the show went without a hitch.

Jack Parker.

VICTORIAN

BRANCH NOTES



General meetings are held on the second Thursday of each month commencing at 8 p.m. at the Clubrooms, 92 Wills Street, Glen Iris. The club rooms are open from 7.30 p.m. on these nights for operation of your HO or N gauge trains on the club layouts. Working bees with operation on the club layouts are held on Wednesday nights with the exception of the Wednesday night before the general meeting.

The 1976 year had its ups and downs for the Vic. Branch, with a very successful Exhibition at Camberwell being offset by a poor response to the requests for volunteers to help carry out

those tiresome but necessary duties like painting, gardening, and cleaning up the grounds. To those members who devoted time and effort in attending working bees and participated in layout displays the C.O.M. would like to record their appreciation.

Our December meeting turned out to be quite an occasion. A presentation was made to Maurie McKinnon of an Honorary Life Membership conferred by the Federal Committee for his devotion to our Association, especially in connection with Journal. Fyfe Thorpe was presented with a Meritorious Award for his contribution to our Association, particularly his work in bringing our clubrooms to an habitable state. Bob Dall received the President's Award for his work on the club layouts.

Modelling and Photographic competitions held throughout the year disclosed considerable talent, and the main competition winners were:

The R.H. (Bob) Edwards Trophy for the best of the year's models was won by David Morrison with a model of Hermon Station.

The H.G. Armstrong Trophy for Open Scratch Built Model was won by Ken Fishley with a HO gauge V.R. "K" class locomotive.

The Malvue Trophy for the best of the photographs which won monthly competitions was won by Rex Little with a colour print of a Budd Railcar on a trestle bridge. The Judges considered John Humphries' colour slide of the same subject to be a close second. Certificates were awarded to all members who had won monthly photographic or modelling competitions.

The Agenda for the next three months is as follows:

April 14th	Annual General Meeting. Election of office bearers.
May 12th	General meeting, film night. Competition, photo of a tank car.
June 9th	General meeting, annual auction. Competition, model of a tank car.

John J. Harry Hon. Sec.

NEWS FROM OTHER CLUBS.

At the A.G.M. of this association the following officers were elected:

President	Alex Mathieson.
Secretary	Peter Betts.
Treasurer	Harry Howell.
Assist. Secretary	Graham Southam.
Registrar	Derek Netting.

The Association meets in members' homes on the second Friday of each month. Visitors and new members are welcome, particularly active modellers.

Current club projects are a small HO terminus layout featuring N.S.W. prototypes only, now almost complete; and a larger modular layout in 16.5 mm gauge for general club running and exhibition. In the near future the club hopes to produce a printed circuit board kit for a high performance inertia controller.

Anyone interested in joining this active club should phone 02 451 9744.

Peter Betts.

Once again as one of the features of the Willoughby Festival, a model railway exhibition will be staged at Chatswood in March 1977. Set out below are brief details of the exhibition:

Sat. 19th March	9.00 am. to 9 pm.
Sun. 20th March	10.00 am. to 6 pm.

The Main Concert Hall,
Chatswood Civic Centre,
Victoria Avenue, Chatswood.

(between Anderson and Archer Streets)

Adults	80 cents.
Children (16 years & under)	40 cents.
Senior citizens	40 cents.
Children under 5 years	free.

Refreshments will be available inside the hall, which is pleasantly cool and has lots of natural daylight. There will be a fine collection of layouts plus commercial, historical and preservation society stands.

After expenses, which includes transport costs of non-commercial stands, balance of proceeds will be distributed amongst registered charities in the Willoughby Municipality.

B.E. Lovett. Secretary.

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